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SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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1. At present, a total of 60 locomotives of an undetermined type are being delivered to Poland. Poland had allegedly agreed to deliver former German type-58 locomotives to the GDR. According to rumors, these locomotives were captured by the Poles during World War II. The Poles are said to be planning a standardization of locomotive types.¹
2. The conversion of boxcars of construction series 06 for personnel shipments at Altenburg continued. The 3,400 cars of this construction series are to be converted and can be used only within the GDR and for shipments to Poland and the USSR.²
3. The first electric train made its test run on the Koethen - Halle railroad line on 27 July 1955. Regular electric trains were to operate after the change of timetables.³
2. [redacted] 106,555 tons of raw manganese and iron ore were directly dispatched from the USSR to Eisenhuettenkombinat Ost (Iron Foundry East) (EKO) at Fuerstenberg/Oder via Frankfurt/Oder in May 1955; 22,184.4 tons of manganese and iron ore, loaded on 1,096 cars, were directly dispatched from the USSR to the EKO via Kuestrin/Kietz in March 1955. Ziltendorf served as railroad station for EKO.⁴
3. An average of 32,020 cars per day, including 11,923 cars for coal mining products, was loaded in May 1955. The average round trip period of a freight car was 3.45 days.⁵
4. On 17, 18, 20, and 25 July 1955, about 20 to 22 type-52 locomotives and four escorting cars were observed on a siding of Ruednitz railroad station. One of the escorting cars was in the middle, the other three at the end of the column. Maintenance work was being done on several locomotives.⁶
5. The coal-dust firing locomotive newly constructed at VEB Lokomotivbau Karl-Marx at Berlin-Babelsberg had a weight of 164 tons and a capacity of 1,500 h.p. The tender of this locomotive has a capacity of 18.5 tons of brown coal dust permitting a radius of action of 500 km.

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was concluded by the GDR Railroads and the Polish Railroads in March 1955. This contract indicates that the GDR Railroads is to dispatch to Poland a total of 300 damaged Polish locomotives seized in WW II. The GDR will receive 25 German locomotives, including 15 type-58 locomotives, which have been in operation in Poland since the end of the war. These locomotives are reportedly operable.

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2. Comment. Cars of the construction series 06 are two-axle boxcars. The conversion of these boxcars for personnel shipments was reported previously. It cannot be determined whether these cars are to serve as a reserve or whether conversion will be made in connection with major personnel shipments in the near future. As a result of this measure, about 10 percent of the park of boxcars will be withdrawn from freight traffic.

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3. Comment. , first trial runs on the re-electrified Halle-Koethen railroad line were scheduled for the end of the year.

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4. Comment. In April 1955, tons (sic) of manganese and iron ore were directly dispatched from the USSR to the EKO at Fuerstenberg via Frankfurt Oder. Incoming shipments via Kuestrin/Kietz were reported for the first time. In March 1955, 81,776 tons of manganese and iron ore were dispatched to the EKO from the USSR via Frankfurt/Oder.

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5. Comment. In April 1955, the average loading capacity per day in freight traffic amounted to 12,099 cars, including 12,084 cars for coal mining products.

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6. Comment. These locomotives were kept by the Ministry of Traffic as reserve. The operable locomotives which were parked at Ruednitz railroad station belonged to the deactivated locomotive column No 3.

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